

CLASSIFICATION

50X1-HUM

## REPORT

CD NO.

DATE DISTR. 23 October 1952

NO. OF PAGES 3

NO. OF ENCLS.  
(LISTED BELOW)

50X1-HUM

SUPPLEMENT TO  
REPORT NO.

THIS IS UNEVALUATED INFORMATION

50X1-HUM

50X1-HUM

## 2. Results of Cylinder Liner Casting

50X1-HUM

50X1-HUM

In the meantime the 85 percent waste which East German casting techniques had involved had resulted, for a second time, in exhausting the supply of charcoal pig iron which had only recently been obtained

50X1-HUM

As it became clear that the production of these cylinder liners was reaching another impasse, a second conference was called at the East German State Secretariat for Shipbuilding on 16 April 1952. This conference was attended by two Russian representatives, a Russian naval captain and an official in mufti.

SECRET/CONTROL - U.S. OFFICIALS ONLY

[illegible]

SECRET/CONTROL - U.S. OFFICIALS ONLY

50X1-HUM

- 2 -

5. Complaint against Stringent Russian Testing Standards

50X1-HUM

[redacted] an account of the casting operations of the cylinder liners and [redacted] the unrealistically exigent standard imposed by the Russian naval authorities. [redacted] it was far higher than that of "Germanischer Lloyd" which was internationally recognized. [redacted] the fifteen cylinder liners which had been classified as "conditionally usable" would, in practice, be found serviceable, for the pressure tests, which they had undergone and which had revealed them to be slightly porous, were far more rigorous than any conditions in which they would actually have to operate. [redacted] installing all the cylinder liners and testing the engines under actual running conditions.

50X1-HUM

6. Assistance from Abroad in Obtaining the Cylinder Liners

[redacted] in view of the depletion of [redacted] charcoal pig iron in East Germany, it would be necessary to obtain a second consignment, in order to carry out casting operations. [redacted] nothing had come of the planned meeting of East German casting experts in Berlin with Behnke of "Bochumer Verein", who had been the recognized casting expert of Schlickau-Werft, Gdansk.

50X1-HUM

50X1-HUM

7. Point of View of the Office of Reparations

50X1-HUM

[redacted] the present position regarding the FOBEDA could not be worse. Each day of delay [redacted] in delivery of the vessel to Soviet naval authorities was diminishing the credit balance allocated to this vessel on reparations account, since the Russians exacted a fine for each day beyond the date of completion stipulated in the contract. Credit was not allocated, of course, for the purchase abroad of raw materials and equipment necessary for the completion of the vessel. [redacted] if this state of affairs continued indefinitely as seemed to be the case, the entire credit account for the vessel might well be swallowed up.

8. Proposal for the USSR to Supply Cylinder Liners

50X1-HUM

[redacted] the cylinder liners be obtained from the USSR. [redacted] the East German and the Soviet naval authorities were equally interested in the handing over of the FOBEDA as quickly as possible, but that, at the moment, unless either the rigorous testing standards demanded for the cylinder liners were relaxed or the cylinder liners themselves could be obtained from the USSR, an impasse had been reached.

50X1-HUM

9. Russian Compromise Suggestion

50X1-HUM

[redacted] they could not agree to the proposal that the cylinder liners for the FOBEDA be supplied by the USSR. [redacted] the reason for this was that, although the USSR was technically capable - as East Germany seemed not to be - of producing cylinder liners of the required standard, such a procedure would be contrary

50X1-HUM

SECRET/CONTROL - U.S. OFFICIALS ONLY

50X1-HUM

SECRET/CONTROL - U.S. OFFICIALS ONLY

- 3 -

to the specific Reparations Agreement which stipulated that the POBMDA be delivered, complete with engines, and, therefore, with cylinder liners. Moreover, even if the agreement could be modified, the decision would have to be reached in Moscow and would take a considerable time to be implemented. However, since it was agreed that the vessel should be delivered as soon as possible, the Soviet naval authorities were prepared, as an interim measure, to sanction the installation of the five usable and the fifteen conditionally usable cylinder liners and, if they proved serviceable under running conditions, to accept the POBMDA with them, provided the East Germans gave a written agreement to deliver, later, at the earliest possible date, fifteen cylinder liners with a testing certificate by Germanischer Lloyd. This suggestion was accepted by the conferees with a sense of relief.

#### 10. Test of the POBMDA Engines

Accordingly, the cylinder liners were fitted in the Diesel engines of the POBMDA and on 23 April 1952 underwent a "standing" test. The vessel was fastened as securely as possible to the quay and the engines were run, for two hours, at 57 revolutions per minute (maximum revolutions 125). Originally, the test was to have been carried out for eight hours but after two hours' running it was feared that the foundations of the quay were being undermined by the wash set up by the ship and the Russians agreed to shorten the trial. The cylinder liners proved to be serviceable under these conditions.

#### 11. Delivery of the POBMDA

The POBMDA was expected to be delivered to the Russians after one short sea-going trial during which it was hoped that the engines would not have to be run at full speed; otherwise the final word concerning the cylinder liners may not have been spoken.

50X1-HUM

1. Comment. [ ] the State Secretariat for Shipbuilding is part of the Ministry of Heavy Industry. [ ] may mean the State Secretariat for Building and Construction which is one of the offices formed from the dissolved Ministry of Heavy Industry, or [ ] may mean the Main Department for Shipbuilding, a department of the Ministry of Machine Construction. 50X1-HUM  
50X1-HUM  
50X1-HUM
2. Comment. Not further identified in available reference material. 50X1-HUM

SECRET/CONTROL - U.S. OFFICIALS ONLY